

U.S. Department of Transportation
U.S. Coast Guard
LOCAL NOTICE TO
MARINERS



MAY
MONTHLY EDITION NUMBER 18
NOTICE NUMBER 18-00
May 02, 2000

Boating Safety Classes or Information: 1-800-336-BOAT (2628)

** INTERNET ADDRESS **

<http://www.uscg.mil/d13/>

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (oan)
915 Second Avenue, Seattle, Washington 98174-1067
Telephone (206) 220-7270 FAX # (206) 220-7285

BROADCAST NOTICES TO MARINERS (BNMs)

This Local Notice to Mariners (LNM) includes information concerning waterways in the Thirteenth Coast Guard District promulgated by the following broadcasts:
BNM 0366-00 to 0379-00

LIGHT LIST REFERENCE: COMDTINST M16502.6, Light List Volume VI, 1999 Edition

I. SPECIAL NOTICE

WASHINGTON – PUGET SOUND – SOUND SIGNALS -

The Coast Guard has discovered that certain models of fog detectors may not activate the sound signal if a failure of the fog detectors occurs. Below is a list of aids to navigation that have potential bad fog detectors:

LLNR	Name	LLNR	Name	LLNR	Name
16280	Ediz Hook Light	17400	Dofflemeyer Point Light	19790	Turn Point Light
16335	New Dungeness Light	17405	Olympia Shoals Light	19695	Lime Kiln Light
16400	Point Partridge Light	18035	Orchard Point Light	17090	Browns Point Light
16475	Point Wilson Light	18070	Point Glover Light	17125	Thea Foss Waterway Light
16495	Point Hudson Light	18080	Waterman Point Light	17215	Point Defiance Light
16500	Marrowstone Point Light	18085	Point Herron Light 12	16915	Alki Point Light
16550	Point No Point Light	18460	Mukilteo Light	19350	Burrows Island Light
16800	West Point Light	19265	Bellingham Brkwtr. Ent. Lt 2	19540	Iceberg Point Light 2
16980	Three Tree Point Light	17070	Robinson Point Light	19555	Cattle Point Light

Mariners are urged to exercise caution and report any discrepancies to the nearest Coast Guard Unit.

WASHINGTON – PUGET SOUND – ADMIRALTY INLET – Dive Operations –

Dive operations will be conducted within the southbound traffic lane of Admiralty Inlet at 48°09.3'N, 122°44.4'W. These operations will occur on 26-27 May, and 23-24 June 2000, and be performed during daylight hours. The dive platform will display the international dive flag (Alpha flag), and monitor VHF-FM Channels 5A, 13, and 14. Mariners are urged to exercise caution while transiting the area.
Chart 18464

OREGON - Cable Laying Operations –

Cable laying operations will commence on or about 14 April 2000. The cable ship VERCORS and the tug STACEY FOSS will be engaged in these operations. Cable laying will begin at Nedonna Beach, Oregon, 46°38.6'N, 124°58.4'W and continue to 45°30.0'N, 124°24.0'W then to the Hawaiian archipelago. The vessels will have restricted maneuverability during these operations.

I. SPECIAL NOTICE (continued)

ALASKA - PACIFIC OCEAN - HIGH SEAS DRIFTNET (HSDN) ACTIVITY

Background:

United Nations General Assembly (UNGA) Resolution 46/215 created an international moratorium on large-scale high seas pelagic driftnet fishing beginning January 1, 1993. This resolution established a worldwide moratorium on the use of driftnets on the high seas beyond any country's 200-mile limit. Additional information is available at the following Internet sites:

North Pacific Anadromous Fish Commission: <http://www.npafc.org/>

Earthtrust: <http://www.earthtrust.org/>

The United States government led the effort to ban driftnets on the high seas, and requests that mariners on the high seas be on the alert for such activity and report any suspicious vessels or net to the United States Coast Guard at 1-800-246-7236 or 1-510-437-3701.

The following field guide will enable the mariner or aviator to recognize characteristics common to all driftnet-fishing vessels and to immediately and accurately identify violators of the international moratorium on HSDN fishing.

HSDN Fishing Vessel Characteristics:

HSDN fishing vessels look and operate in ways very similar to longline fishing vessels. HSDN fishing vessels range from 120 to 200 feet in length and are typically in fair to poor condition. There are a number of characteristics that distinguish high seas driftnet fishing vessels from other types of fishing vessels:

- Net tube: the most distinguishing characteristic of HSDN fishing vessels is the presence of a large, usually white tube, which extends from the working deck to the net bin aft. This pipe is about two feet in diameter, runs along the port or starboard side of the superstructure, and is clearly visible from both the surface and air.
- Net bin: After the net is retrieved and the catch is sorted on the working deck, the net is passed through the net tube back to the net bin. While longline fishing vessels have a similar structure in which line is stored, most HSDN fishing vessels will have some sort of structure aft in which the nets are stored.
- Net spreader: As the net is deployed, it is passed over a triangular or roller net spreading device, which prevents the net from becoming entangled as it enters the water. While only visible from the stern, this is one characteristic, which clearly distinguishes a HSDN fishing vessel from a longline or other fishing vessel.
- Extra net: HSDN fishing vessels typically carry excess nets and usually store them on the weather decks. The extra nets are stored in white sacks and can be stacked or strewn about the decks.
- Extra floats/transponders: These are also stored on the weather decks. Driftnets are marked every quarter mile by a marker with a flag and transponder approximately 4-6 feet tall.
- Markings: Occasionally, HSDN fishing vessels will attempt to conceal their name or nationality. However, most sail with the vessel name clearly identified on the bow and stern.
- Flag: There have been no recorded instances of Japanese or Korean vessels involved in HSDN fishing since the UN Moratorium was enacted, as both countries implemented extensive vessel buyback programs. However, Taiwan has continued to be involved in HSDN fishing through various re-flagging schemes. Most HSDN fishing vessels are Taiwanese-operated, but are Chinese-flagged, stateless, or operate under a flag of convenience. Within the last two years, Russian flagged vessels have been detected and apprehended conducting HSDN operations.

When the net is in the water, it is marked approximately every quarter mile with circular and radio beacons with flags and whip antennae spaced periodically throughout the set. In addition, the net itself is usually marked with a series along the surface, which have been compared to swimming pool lane markers. Other types of floats have also been used, including larger spherical floats about 2-3 feet in diameter.

The presence of floats and markers does not necessarily indicate driftnet activity on its own. Longline gear has been mistaken for driftnet gear in the past.

In recent years, HSDN activity has been detected in the area bounded by the Japanese, Russian, and U.S. EEZ to the West and North, by 40 degrees north latitude to the South and 173 degrees east longitude to the East (see chartlet). This area lies on the great circle routes for many ports, so it is possible mariners in this region may encounter HSDN vessels or deployed gear, especially between April 1st and September 30th. In addition, other areas of the North Pacific outside of this region are of interest, as vessel s may be engaged in targeting squid and tuna, especially in warmer waters.

HSDN fishing vessels may or may not avoid merchant vessel traffic. While HSDN fishing vessels targeting salmon operate in a region of heavy shipping traffic, there have been very few reports of HSDN fishing from merchant vessels. It is unknown as to whether they deliberately attempt to remain far enough away so as not to be identified, or if they operate under the assumption that most shipping activity does not recognize this form of fishing as illegal activity.

Fishing methods: HSDN fishing vessels typically set their nets either in late afternoon or early morning as they try to let the nets soak during dawn or dusk, as fish rise to the surface layers to feed. The vessels will then drift throughout the day or overnight while the nets soak for approximately 6 hours, and then retrieve the nets. The nets are often hauled in by means of a powerful deck winch or power block. While the nets soak, HSDN fishing vessels will typically remain nearby and may drift with the nets.

Public information on HSDN vessels and activity will greatly assist the U.S. Coast Guard's efforts to enforce the United Nations moratorium against HSDN fishing. Sighting reports should be made to the following U.S. Coast Guard Command Centers as soon as possible after initial contact to facilitate investigation. Information particularly useful includes detailed description of the vessel and activity, position and photographs.

- Honolulu, HI: 1-800-331-6176
- Juneau, AK: 1-907-463-2000
- Alameda, CA: 1-800-246-7236

WASHINGTON – PUGET SOUND – FRIDAY HARBOR BREAKWATER – Dive Operations –

The Army Corps of Engineers, Seattle District, will be conducting underwater maintenance operations of the Friday Harbor Breakwater system. These operations will be from 11 to 31 May 2000. Dive operations will be conducted daily from 0700 to 1800 local. Mariners are urged to transit the area with caution. A dive flag will be flown in the vicinity of the divers. Mariners are required to maintain at least 50 yards from the dive flag.

Chart 18434

WASHINGTON – CANADA – STRAIT OF JUAN DE FUCA – WASHINGTON DEPARTMENT OF FISH & WILDLIFE – Resource Survey –

The Washington Department of Fish & Wildlife (WDFW) has commenced resource survey of the U.S. and Canadian Strait of Juan de Fuca, east of Port Angeles, WA and will continue until 02 June 2000. The survey consists of a series of bottom trawls. Trawl sites will be distributed throughout U.S. marine waters east of Port Angeles, WA with some located in the vessel traffic lanes. Trawling will occur during daylight hours on weekdays and possibly some weekends.

The vessel chartered by WDFW is the F/V CHASINA, radio call sign WYQ-6987. Signs reading (WDFW RESEARCH) on both sides of the wheelhouse will identify the research vessel. The F/V CHASINA will monitor VHF-FM Channels 13 and 5A when north of the southern tip of Marrowstone Island.

Chart 18465

I. SPECIAL NOTICE (continued)

FEDERAL REGISTER – SHOULD THERE BE FEDERAL REQUIREMENTS TO CARRY GROUND TACKLE ON RECREATIONAL VESSELS – Request for comments –

The Coast Guard is seeking comments from interested people, groups and businesses in response to a petition for rulemaking submitted by the National Boating Federation (NBF). The petition requests that the Coast Guard require all recreational vessels in the United States carry proper anchoring gear, and that the gear be in useable condition. Current, Federal regulations do not require that ground tackle(anchor, line, or chain) be carried on recreational vessels as safety equipment. This notice describes the Coast Guard's policy for establishing National minimum safety equipment carriage requirements for recreational vessels, and related issues, to assist interested persons with providing helpful comments as to whether the Coast Guard should initiate a regulatory project.

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Thirteenth Coast Guard District

Comments and related material must reach the Docket Management Facility on or before **May 22, 2000**.

To make sure your comments and related material (referred to **USCG-1998-4447**) are not entered more than once in the docket, please submit them by only one of the following means:

- (1) By mail to the Docket Management Facility, U.S. Department of Transportation, room PL-401, 400 Seventh Street SW, Washington, DC 20590-0001.
- (2) By hand-delivery to room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street SW, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.
- (3) By fax to the Docket Management Facility at 202-493-2251.
- (4) Electronically through the Web Site for the Docket Management System at <http://dms.dot.gov>.

This notice of petition for rulemaking and request for comments appeared in the Federal Register: November 22, 1999 (Volume 64, Number 224) Individuals may obtain a full copy of this notice, which contains pertinent background information and offers questions on the topic, by calling the U. S. Coast Guard Info line at 1-800-368-5647, or read it on the Internet at the Web Site for the Office of Boating Safety at <http://www.uscgboating.org> or at <http://dms.dot.gov>.

WASHINGTON – LAKE WASHINGTON SHIP CANAL – HIRAM M. CHITTENDEN LARGE LOCK – Scheduled Closures –

The large lock chamber at the Hiram M. Chittenden Locks in Ballard will be closed in five-hour periods, as many as 22 different days in May and June. The closures will allow scientists to monitor the effectiveness of strobe light operation and slower lock filling rates at reducing entrainment of young salmon and steelhead into the lock filling culverts. The small lock chamber will be operational throughout these test periods. (All times are in local time)

The large lock closure will occur during mid-week days, Tuesday through Thursday. Closures are scheduled for the following days and times:

09 May, from 1300 to 1800	10 May, from 1400 to 1900	11 May, from 1430 to 1930	16 May, from 0800 to 1300
17 May, from 0830 to 1330	18 May, from 0900 to 1400	23 May, from 1220 to 1700	24 May, from 1230 to 1730
25 May, from 1300 to 1800	31 May, from 0730 to 1230	01 June, from 0730 to 1230	06 June, from 1130 to 1630
07 June, from 1200 to 1700	08 June, from 1300 to 1800	13 June, from 0730 to 1230	14 June, from 0730 to 1230
15 June, from 0730 to 1230	20 June, from 1200 to 1700	21 June, from 1200 to 1700	22 June, from 1200 to 1700
* 27 June, from 0630 to 1130	* 28 June, from 0730 to 1230		

Scientists from the Washington State Department of Fish and Wildlife are cooperating to perform the tests with scientists from the Seattle District, U.S. Army Corps of Engineers, which operates the Locks.

Biologists will catch young salmon in the lock chamber to evaluate the effect of slow lockages and newly installed strobe lights on reducing juvenile salmon entrainment. The Corps installed the strobe arrays in November around the entrances to the large lock filling culverts. Smolt that are entrained in the filling culverts can be injured or killed.

The slower lock fills and strobe lights will reduce the number of fish entering the culverts. The tests this May and June will help determine more precisely how effective these measures are.

Additionally, scientists will evaluate the survival of young salmon since the Locks maintenance staff scraped barnacles from inside the culverts. Some of the injuries young salmon receive when they pass through the conduits are scrapes, cuts and descaling from hitting the barnacles that line the culverts.

Also this May, the Corps will be installing four new "smolt passages flumes" in the two southernmost spillway gates. These devices allow migrating smolt to pass out to sea without injury. A prototype smolt flume has been installed for the past four years, safely passing as many as a half a million smolt each season.

*** Closures scheduled for the last week of June may not be necessary if sufficient data is collected prior to that time.**

NATIONAL OCEAN SERVICE – PUBLICATION DISTRIBUTION – Publication Change –

The National Ocean Service (NOS) is faced with increasing production costs in the publication and distribution of its nautical products. In order to provide critical information to the mariner, NOS must prioritize publication of these products. As part of this prioritization, Chart No. 1, United States of America, Nautical Chart Symbols and Abbreviations will no longer be published in a hard copy form. To ensure that the information in Chart No. 1 is available to the maritime community, a digital copy can be viewed and downloaded. An abridged version of Chart No. 1 will also be incorporated in future editions of the U.S. Coast Pilot. Another alternative is the abridged version of Chart No. 1 that has been available for many years on the back of National Ocean Service training chart 1210Tr. NOS believes these options will serve users by continuing to provide the information in Chart No. 1. Comments should be addressed to:

Director N/CS5
National Ocean Service, NOAA
1315 East-West Highway
Silver Spring, Maryland 20910-3282

II. DISCREPANCIES - DISCREPANCIES CORRECTED

THE FOLLOWING AIDS TO NAVIGATION ARE NOT WATCHING AS ADVERTISED IN THE LIGHT LIST VOLUME VI, THIRTEENTH DISTRICT SECTION: **Highlighted** text denotes new discrepancy since last LNM.

NOTE: Mariners are cautioned that portions of missing structures may remain.

FEDERAL AIDS

LL #	Aid Name	Status	Chart	BNM	LNM
688	NOAA DATA LIGHTED BUOY 46029	MISSING	18520	0072-00	03/00
760	CAPE FLATTERY LIGHT	IMPROPER CHARACTERISTIC	18480	0347-00	16/00
15535	GRAYS HARBOR APPROACH LWB GH	RACON INOPERATIVE	18502	0362-00	17/00
15735	GRAYS HBR N CHNL RANGE D FRONT LT	DESTROYED	18502	1071-99	50/99
16165	NEAH BAY INNER DBN 4	MISSING	18484	0329-00	15/00

II. DISCREPANCIES - DISCREPANCIES CORRECTED (continued)

LL #	Aid Name	Status	Chart	BNM	LNM
19350	BURROWS ISLAND LIGHT	RED SECTOR OBSCURED	18427	0202-00	09/00

PRIVATE AIDS

LL #	Aid Name	Status	Chart	BNM	LNM
18470	GEDNEY ISLAND FISH REEF BUOY A	MISSING	18444	0107-99	05/99
19377	HUNTER BAY AQUACULTURE LB (2)	MISSING	18429	0949-99	46/99

THE FOLLOWING AIDS TO NAVIGATION DISCREPANCIES HAVE BEEN CORRECTED SINCE THE LAST LOCAL NOTICE TO MARINERS:

FEDERAL AIDS

LL #	Aid Name	Status	Chart	BNM	LNM
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Thirteenth Coast Guard District

9935	CLATSOP SPIT LIGHTED BELL BUOY 8	WATCHING PROPERLY	18521	0367-00	13/00
15665	GRAYS HARBOR SO. REACH AA FRONT LT	WATCHING PROPERLY	18502	0366-00	17/00

PRIVATE AIDS

<i>LL #</i>	<i>Aid Name</i>	<i>Status</i>	<i>Chart</i>	<i>BNM</i>	<i>LNM</i>
	NONE				

III. TEMPORARY CHANGES - TEMPORARY CHANGES CORRECTED

THE FOLLOWING AIDS TO NAVIGATION HAVE BEEN TEMPORARILY CHANGED:

<i>LL #</i>	<i>Aid Name</i>	<i>Status</i>	<i>Chart</i>	<i>BNM</i>	<i>LNM</i>
9155	COOS BAY SOUTH SLOUGH BUOY 6	RELOCATED FOR DREDGING	18587	0332-00	15/00
9825	TILLAMOOK ENTRANCE FRONT RANGE LT	DISCONTINUED	18558	0270-99	11/99
9830	TILLAMOOK ENTRANCE REAR RANGE LT	DISCONTINUED	18558	0270-99	11/99
9830	TILLAMOOK ENTRANCE REAR RANGE LT	SECTOR LIGHT	18558	0769-99	35/99
16165	NEAH BAY INNER DAYBEACON 4	TRUE	18484	0336-00	15/00
17298	PITT PASSAGE ROCKS DAYBEACON	TRUE	18448	0503-98	30/98

THE FOLLOWING TEMPORARY AIDS TO NAVIGATION HAVE EITHER BEEN RESTORED TO NORMAL OPERATION OR DISCONTINUED:

<i>LL #</i>	<i>Aid Name</i>	<i>Status</i>	<i>Chart</i>	<i>BNM</i>	<i>LNM</i>
	NONE				

IV. CHART CORRECTIONS

Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number. The correction listed pertains to that chart only. It is up to the mariner to decide what charts are to be corrected. The following example explains the individual elements of a typical correction.

Chart number	Chart edition	Edition date	Last Local Notice to Mariners	Horizontal Datum	Source of Correction	Current Local Notice to Mariners
18427	19th Ed.	3/27/99	Last LNM 01/97	NAD 83	(NOS SIVLER SPRINGS) or (CGD13)	02/97
					WA - FRANKLIN LAKE - PROTECTION WATERWAY - SHELTER HARBOR - Add Safe Channel Light "2", FI R 4s 15FT 4M	47°48'30"N 122°15'00"W
	Corrective action		Object of corrective action			Position

The letter (M) immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. (Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles.

18427	19th ed.	03/27/1999	LAST LNM : 15/00	NAD 83		(NOAA SEATTLE, WA)18/00
	WA - ANACORTES TO SKAGIT BAY					
	CHANGE Sounding 1 ₇ to Sounding 17				at	48°24'47.2"N 122°40'17.1"W
18521	67th ed.	11/06/1999	LAST LNM : 05/00	NAD 83		(NOS NW-2958)18/00
	OR-WA-COLUMBIA RIVER-PACIFIC OCEAN TO HARRINGTON POINT-ILWACO HARBOR)					
	ADD CHINOOK RIVER depth note: the controlling depth was 9 feet. Sep-Nov 1999				at	46°16'50.5"N 123°56'16.0"W
18526	54th ed.	01/22/2000	LAST LNM : 08/00	NAD 83		(NOS NW-3040)18/00
	OR - PORT OF PORTLAND, INCLUDING VANCOUVER					
	DELETE Wording "Bridge Under Constr"				centered at	45°35'51.8"N 122°43'06.0"W
	DELETE Wording "Bridge Under Constr"				centered at	45°38'06.0"N 122°45'27.0"W
	ADD Double solid lines and label: FIXED BRIDGE, HOR CL 99 FT, VERT C L 20 FT, from 45°35'54.5"N 122°42'52.7"W				to	45°35'51.3"N 122°42'57.0"W

IV. CHART CORRECTIONS (continued)

18526	54th ed.	01/22/2000	LAST LNM : 08/00	NAD 83		(NOS NW-3040)18/00
	OR - PORT OF PORTLAND, INCLUDING VANCOUVER					
	Double solid lines and label: FIXED BRIDGE, HOR CL 90 FT, VERT C L 15 FT, from 45°38'05.2"N 122°45'35.8"W				to	45°38'04.6"N 122°45'38.8"W
18561	11th ed.	06/13/1998	LAST LNM : 04/00	NAD 83		(CGD13)18/00
	OR - APPROACHES TO YAQUINA BAY					
	ADD Yaquina Bay Entrance Lighted Gong Buoy 3 (Previously Seasonally Deleted LNM 42/99)				at	44°36'26.9"N 124°05'27.3"W
18581	16th ed.	05/22/1999	LAST LNM : 42/99	NAD 83		(CGD13)18/00
	OR - YAQUINA BAY AND RIVER					
	ADD Yaquina Bay Entrance Lighted Gong Buoy 3, FI G 4s (Previously Seasonally Deleted LNM 42/99)				at	44°36'26.9"N 124°05'27.3"W

V. ADVANCE NOTICE OF CHANGES IN AIDS TO NAVIGATION

NONE

VI. PROPOSED CHANGES IN AIDS TO NAVIGATION

Comments can be mailed to the address at the top of page 1 to this Local Notice to Mariners.

NONE

VII. GENERAL

DREDGING IN PROGRESS OR PLANNED WITHIN THE 13th COAST GUARD DISTRICT.

MARINERS ARE ADVISED TO NAVIGATE WITH CAUTION AND REDUCE THEIR WAKE WHEN TRANSITING THESE AREAS:

<u>Location</u>	<u>Area</u>	<u>Start</u>	<u>Complete</u>	<u>Chart</u>
Grays Harbor	Bar & Entrance Channels	05/02/2000	05/30/2000	18502
Grays Harbor	Point Chehalis Reach	04/03/2000	06/15/2000	18502
Columbia River	River Mile 24 & 60		08/20/2000	18523 & 18524

WASHINGTON - OREGON – LOWER COLUMBIA RIVER – Dredging Range Structure Removal -

The U.S. Army Corps of Engineers, Portland District, has commenced phase one of the removal of Corps owned dredging ranges in the Columbia River between River Mile 24 and River Mile 60. Structures that are located in water will have their range lights, range boards, and associated hardware removed. However, the main piling structure will remain in place until further notice. Structures that are located on shore will be removed in their entirety. Scheduled completion of phase one, is approximately August 20, 2000.

Charts 18523 and 18524

WASHINGTON – GRAYS HARBOR – POINT CHEHALIS REACH – Dredging Operations –

Dredging operations have commenced and will continue until 15 June 2000 at the outer crossover channel of Point Chehalis South Reach. This operation will be conducted 24 hours per day. The hopper dredge WESTPORT and the towboat GLADYS M will be on scene during dredge operations. VHF-FM Channels 16, 13, and 66 will be monitored by both vessels. Disposal areas include: South Jetty disposal site, and Half Moon Bay nourishment site.

Chart 18502

WASHINGTON – GRAYS HARBOR – Dredging Operations –

The Seattle District, Corps of Engineers advises that the hopper dredges, YAQUINA and ESSAYONS will be conducting dredging operations in Grays Harbor on the Bar Channel and Entrance Channel during the period from 02 to 30 May 2000. Disposal will be in the South Jetty disposal site.

Chart 18502

FISHERIES/BIOLOGICAL SAMPLING, PIER CONSTRUCTION, HYDROGRAPHIC SURVEYS, ETC.,

CURRENTLY IN PROGRESS WITHIN THE 13th COAST GUARD DISTRICT.

ALL MARINERS ARE ADVISED TO NAVIGATE WITH CAUTION WHEN TRANSITING THESE AREAS:

<u>Location</u>	<u>Area</u>	<u>Start</u>	<u>Complete</u>	<u>Type of Work</u>
Lk Wash. Ship Canal	Montlake, University Bridges	05/21/2000	05/21/2000	Public Event
Willamette River	Broadway Bridge	05/15/2000	05/21/2000	Scheduled Inspection
Lake Washington	State Route 520 Bridge	05/26/2000	05/30/2000	Scheduled Maintenance
Columbia River	Astoria East Boat Basin		06/30/2000	Breakwater Construction
Grays Harbor	Wishkah Street Heron Street Bridges		07/31/2000	Bridge Control Repairs
Columbia River	Interstate 5 Bridges		10/27/2000	Bridge Painting

OREGON – WILLAMETTE RIVER – BURLINGTON NORTHERN SANTA FE RAILROAD BRIDGE – Bridge Information –

A survey indicates that the water depth in the vicinity of the center span of the Burlington Northern Santa Fe Railroad Bridge at river mile 6.9 may be less than charted. The water depth in position 45 34.9'N, 122 44.8'W is reported to be approximately 39.1 feet from Columbia River DATUM zero; however, lesser depths have been reported in the vicinity. Instrument error is reported as approximately plus or minus 0.5 feet. Mariners are urged to use caution when transiting this area.

Chart 18528

VII. GENERAL (continued)

OREGON – WASHINGTON – COLUMBIA RIVER – BRIDGE INFORMATION – INTERSTATE 5 BRIDGES AT VANCOUVER AND PORTLAND –

A barge will be anchored upstream of Pier 4. This barge and others may be in place until the bridge painting project is completed near the end of October 2000. At least two other barges will be added in April to work on spans 5, 6, and 9. The vertical lift spans are scheduled to be closed for painting the south lift tower of the northbound bridge starting in July for approximately 60 days. This closure, like that of last year, will coincide with annual low water on the Columbia. Updates will follow in this publication.

Charts 18524 and 18527

WASHINGTON – LAKE WASHINGTON – Bridge Information –

The draw of the State Route 520 Bridge at Evergreen Point need not open for the passage of vessels from 2100 local time on May 26 to 0500 on May 30, 2000, while guide rollers are being replaced. Other maintenance closures in June will be announced as soon as they are scheduled and approved.

Chart 18447

WASHINGTON – LAKE WASHINGTON SHIP CANAL – Bridge Information –

The draws of the Montlake and the University Bridges need not open for the passage of vessels to accommodate the annual Beat the Bridge Run. The Montlake Bridge will be closed from 0730 to 0900 local, and the University Bridge will be closed from 0830 to 0925 local 21 May 2000.

Chart 18447

OREGON – WILLAMETTE RIVER – Bridge Information –

The draw of the Broadway Bridge need not open both leaves for the passage of vessels unless 4 hours notice is provided from 0900 to 1800 local from 15 through 21 May 2000, during machinery inspection. Single-leaf openings will be provided according to the normal operating schedule.

Chart 18526

WASHINGTON – GRAYS HARBOR – WISHKAH RIVER – Bridge Information –

The draw of the Wishkah Street and Heron Street Bridges across the Wishkah River has a two hour notice requirement for all openings until 31 July 2000. These temporary operating procedures will accommodate the refurbishment of the control and signal systems of the bridges.

Chart 18502

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT – Construction Operations –

Breakwater construction operations have commenced in the Astoria East Boat Basin and will continue until 30 June 2000. One derrick barge and two material barges will be operating in the area.

Chart 18521

WASHINGTON – PUGET SOUND – Marine Events – Puget sound Area –

AREA/LOCATION	DATE	EVENT	SPONSOR	PHONE #
Lake Washington	05/07/2000	Sail Boat Race	Seattle YC,	206-365-6591
Friday Harbor	05/07/2000	Sail Boat Race	San Juan Island YC	360-378-7175
Shilshole to Richmond Beach	05/08/2000	Sail Boat Race	SBYC/STYC	425-277-1285
Commencement Bay	05/10/2000	Sail Boat Race	Wind Seekers	253-838-5207
Shilshole to Richmond Beach	05/10/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129
Shilshole to Richmond Beach	05/11/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129
Vicinity of Des Moines Marina	05/11/2000	Sail Boat Race	Three Tree Point YC	206-433-1494
Sinclair Inlet	05/12/2000	Sail Boat Race	Port Orchard YC	360-871-9177
Shilshole to Richmond Beach	05/13/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129
Restoration PT/North of Blake Isl.	05/13/2000	Fire Works Display	Private Event	503-656-1999
Lake Washington	05/13/2000	Power Boat Race	NW Power Boat Assn.	425-235-1336
Elliott Bay, Pier 55-86	05/13/2000	Seattle Maritime Festival	Propeller Club, Seattle	206-784-5076
Shilshole/ Vashon Isl. & Return	05/13/2000	Sail Boat Race	Seattle YC	206-365-6591
Shilshole to Richmond Beach	05/14/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129
Shilshole/ Three Tree Pt. & Return	05/14/2000	Sail Boat Race	Seattle YC	206-365-6591
Friday Harbor	05/14/2000	2000 One Design Series #1	San Juan Isl. YC	360-378-4137
Shilshole to Richmond Beach	05/15/2000	Sail Boat Race	SBYC/STYC	425-277-1285
Commencement Bay	05/17/2000	Sail Boat Race	Wind Seekers	253-838-5207
Shilshole to Richmond Beach	05/17/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129
Shilshole to Richmond Beach	05/18/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129
Sinclair Inlet	05/19/2000	Sail Boat Race	Port Orchard YC	360-871-9177
Liberty Bay	05/19/2000	Viking fest Laser Show	Viking Fest Corp. 360-315-2606	
Commencement Bay	05/20/2000	Sail Boat Race	Wind Seekers	253-838-5207
Shilshole to Blakely Rock & Return	05/20/2000	Sail Boat Race	Sloop Tavern YC	206-789-2419
San Juan Islands	05/20/2000	Kayak Race	San Juan Challenge	360-293-3670
Sinclair Inlet	05/20/2000	Sail Boat Race	Port Orchard YC	360-871-9177
Liberty Bay	05/19/2000	Viking fest Water Ski Show	Viking Fest Corp. 360-315-2606	
San Juan Island	05/20/2000	Round the Island Race #1	San Juan Island YC	360-378-4137
Shilshole to Richmond Beach	05/20/2000	Annual Socks Regatta #1	Seattle YC	209-365-6591
Sinclair Inlet to Dyes Inlet	05/21/2000	Sail Boat Race	Port Orchard YC	360-895-9136
San Juan Island	05/21/2000	Round the Island Race #2	San Juan Island YC	360-378-4137
Shilshole to Richmond Beach	05/21/2000	Annual Socks Regatta #2	Seattle YC	209-365-6591
Shilshole to Richmond Beach	05/22/2000	Sail Boat Race	SBYC/STYC	425-277-1285
Commencement Bay	05/24/2000	Sail Boat Race	Wind Seekers	253-838-5207
Shilshole to Richmond Beach	05/24/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129

VII. GENERAL (continued)**WASHINGTON – PUGET SOUND – Marine Events – Puget sound Area –**

AREA/LOCATION	DATE	EVENT	SPONSOR	PHONE #
Shilshole to Richmond Beach	05/25/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129
Sinclair Inlet	05/26/2000	Sail Boat Race	Port Orchard YC	360-871-9177
Bellingham Bay	05/28/2000	Ski to Sea Race	Bellingham/Whatcom CC&I	360-961-8015
Commencement Bay	05/31/2000	Sail Boat Race	Wind Seekers	253-838-5207
Shilshole to Richmond Beach	05/31/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129

VIII. CORRECTIONS TO THE LIGHT LIST, VOLUME VI; PACIFIC COAST AND PACIFIC ISLANDS 1999:

An asterisk *, indicates the column in which a correction has been made or new information added.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Ht	(6) Rng	(7) Structure	(8) Remarks
Olympia Harbor							
17435	- RANGE REAR LIGHT 325 yards, 144.6° from front light.		Iso G 6s	40		KRB on skeleton tower.	Visible all around; higher intensity on rangeline. * 18/00
17485	OLYMPIA INNER RANGE 235 yards, 354° from front light.		Iso W 6s	23		KRB on dolphin.	Visible all around; higher intensity on rangeline.

IX. ADDITIONAL ENCLOSURES:

1. U.S. Coast Pilot7, Pacific Coast: California, Oregon, Washington, and Hawaii, 1997 (31st) Edition, Change No. 32
2. U.S. Coast Pilot7, Pacific Coast: California, Oregon, Washington, and Hawaii, 1997 (31st) Edition, Change No. 33

If you have any questions, comments, or need additional information concerning this or other LNM's or the LNM Mailing List (e.g. additions, deletions, corrections) contact the address or phone number on the front page.

W. T. DEVEREAUX
Commander, U.S. Coast Guard
Chief, Aids to Navigation & Waterways Management Branch
Thirteenth Coast Guard District
By direction of the District Commander

Enclosure 1

Publication--National Ocean Service--U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, and Hawaii, 1997 (31st Edition. Change No. 32.

Coast Pilot 7 31st 1997 Corrections

Page 173-Paragraph 183, line 17; read:
extreme caution when crossing traffic lanes and separation zones. Rule 10 of the collision regulations apply to this Traffic Separation Scheme.

(CL 377/00; CL 375/00)

Page 173-Paragraph 191, line 1; read:
The **Vessel Traffic Service (VTS) Los ...**
(CL 377/00; CL 375/00; CL 374/00)

Page 173-Paragraph 192, line 1; read:
The Vessel Traffic Service is a California ...
(CL 377/00; CL 375/00)

Page 173-Paragraph 193, through Paragraph 194, line 3; read:

VTS Area:

The VTS Area consists of Los Angeles and Long Beach Harbors (inside the breakwater), and the waters of San Pedro Bay and San Pedro channel, including Santa Monica Bay, within a 25 ...

(CL 377/00; CL 375/00; CL 374/00; CL 1923/98)

Page 173-Paragraph 195, through Paragraph 196, line 1; read:

VTS Communications:

The responsibility of information exchange in the VTS ...
(CL 377/00; CL 375/00; CL 374/00)

Page 173-Paragraph 197, line 2; read:
call "**San Pedro Traffic**") shall be on VHF-FM channel 14,
...

(CL 377/00; CL 375/00)

Page 173-Paragraph 198, line 2 through Page 174-Paragraph 206; read:

data is received by the VTS, the VTS will attempt to contact vessels to pass the updated information. In addition, a traffic advisory broadcast is given on VHF-FM channel 14 every hour on the quarter hour. Other navigational information may be given on a case by case basis.

Mandatory Full Participation:

The following vessels are required to comply with Vessel Movement and Reporting Procedures:

(a) Every power driven vessel 40 meters (approximately 131 feet) or more in length while navigating;

(b) Commercial towing vessels 8 meters (approximately 26 feet) or more in length that are towing alongside, astern, or by pushing ahead;

(c) Every vessel certified to carry 50 or more passengers for hire while engaged in trade, under sail or power.

Mandatory Passive Participation:

These vessels are required to monitor VHF-FM channel 14 and must respond when hailed by the VTS and must comply with operating rules;

(a) Power driven vessels of 20 meters (approximately 65 feet) or more in length;

(b) Vessels of 100 gross tons or more carrying one or more passengers for hire, while engaged in trade, regardless of length, whether under sail or power;

(c) Every dredge or floating plant.

Non Participating Vessels:

Other vessels such as fishing boats, yachts, and recreational boats can greatly enhance the safety of navigation in the VTS area by listening on VHF-FM channel 14 and by maintaining a sharp lookout. It is not necessary to participate actively.

(CL 377/00; CL 375/00; CL 374/00)

Page 174-Paragraph 208, line 2; read:
VTS Area from sea shall contact the VTC on VHF-FM channel ...

(CL 377/00; CL 375/00; CL 374/00)

Page 174-Paragraph 217, line 1; read:

(b) Vessels under 40 meters subject to USCG/IMO ...
(CL 377/00; CL 375/00)

Page 174-Paragraph 218, line 1; read:

(c) Vessels of 40 meters or greater, when in the ...
(CL 377/00; CL 375/00)

Page 174-Paragraph 233, line 2; read:

advise if the vessel will be using or crossing the Traffic Separation Scheme.

(CL 377/00; CL 375/00)

Page 174-Paragraph 234, line 2; read:

when leaving the VTS Area.

(CL 377/00; CL 375/00)

Page 174-Paragraph 236, lines 1–6; read:

Participating vessels are to ensure that a copy of the **Vessel Traffic Operating Manual** is available on board the vessel when operating within the VTS area. The manual is available at no charge from Executive Director, Marine Exchange of Los Angeles/Long Beach Harbor, P.O. Box 1949, San Pedro, CA 90733, phone (301) 832-6411.

(CL 377/00; CL 375/00)

Page 174-Paragraph 238, lines 2-3; read:
includes the City of Long Beach and a portion of Terminal
Island.

(CL 377/00; CL 375/00; CL 374/00)

Page 174-Paragraph 240, line 7; read:
inorganic chemicals, animal feeds, cotton, ...
(CL 374/00)

Page 174-Paragraph 241, line 7; read:
petroleum, bulk coke, steel and steel products, bulk ...
(CL 374/00)

Page 175-Paragraph 245, line 3 through Paragraph 246; read:
several radio towers around it.

Two prominent charted objects in Los Angeles Harbor
which are of use to the navigator are the green and white tank
near the S end of Pier 1 and the lighted radio tower atop San
Pedro City Hall.

(CL 376/00; CL 374/00; NOS 18749)

Page 175-Paragraph 250, line 4; read:
A fog signal is at the light.
(CL 376/00; CL 374/00; LL/99)

Page 175-Paragraph 251, line 9; read:
light.

Note: The Long Beach Pilots have established a current
meter in about 57 feet of water 0.41 mile and bearing 198.5°
from the Long Beach Light. A cable runs from the meter to
the Long Beach Light. Mariners are requested to avoid
anchoring or bottom fishing in this area.

(CL 377/00; CL 375/00)

Page 175-Paragraph 259; read:

Los Angeles Main Channel is marked by a **296°** lighted
range, and the Super Tanker Channel is marked by a private
255° lighted range.

(CL 376/00; LL/99)

Page 175-Paragraph 260, lines 3-4; read:
tankships to and from Berths 45-47. These vessels, because
of their deep draft, must ...

(CL 376/00; CL 374/00)

Page 175-Paragraph 262, line 2; read:

end, is protected by two sets of breakwaters and the mole of
Pier 300, the outer ends of ...

(CL 374/00)

Page 176-Paragraph 270, lines 4-7; read:
railroad bridge 25 yards W with authorized span clearances of
6 feet down and 165 feet up. The Henry Ford Avenue
railroad bridge is maintained in the down position. The
bridgetender of the Schuyler F. Heim bridge ...

(CL 13/98; CL 78/98; CL 375/00; CL 377/00)

Page 177-Paragraph 287, line 5; read:
boats, STEPHEN M. WHITE and PHINEAS BANNING,
have black ...

(CL 375/00; CL 377/00)

Page 177-Paragraph 287, lines 8-11; read:
arranged through the pilot station, telephone (310-732-3805),
telex (18-2387), or VHF-FM channels 73 and 16; call sign
KEB-260. The pilot station and boats monitor and use as
working frequencies VHF-FM channels 73, 14, and 16. The
pilot boats display the ...

(CL 375/00; CL 377/00)

Page 177-Paragraph 287, lines 15-17; read:
notice of estimated time of arrival on VHF-FM channel 73.
The pilots normally board the vessels on the starboard side
with the ladder about 1 meter above the water. Vessels may
not be boarded during ...

(CL 375/00; CL 377/00)

Page 177-Paragraph 289, lines 9-12; read:
telephone (562-432-0664), telex (910-250-2014 JPS1; LGB
Pilot), cable (LBPIOTS) and VHF-FM channels 12 and 16.
The pilot station monitors VHF-FM channels 12 and 16; the
pilot boats monitor VHF-FM channels 12, 13, 14, and 16.
The pilot boats display ...

(CL 375/00; CL 377/00)

Page 177-Paragraph 289, line 20; read:
side, with the ladder about 1 meter above the water, and a
moderate ...

(CL 375/00; CL 377/00)

Page 177-Paragraph 290, lines 1-2; read:

Towage.- Several tugboat companies operate in the Los
Angeles-Long Beach area ...

(CL 375/00; CL 377/00)

Enclosure 2

Publication--National Ocean Service--U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, and Hawaii, 1997 (31st Edition). Change No. 33.

Coast Pilot 7 31st 1997 Corrections

Page 177-Paragraph 294, lines 1-2; read:

Coast Guard.- A marine safety office is located in the Los Angeles/Long Beach Harbor complex. (See appendix for ...

(CL 375/00; CL 377/00)

Page 178-Paragraph 302: Delete.

(CL 376/00)

Page 178-Paragraph 305 through Paragraph 306: Delete.

(CL 374/00; CL 376/00)

Page 178-Paragraph 307, line 2 through Page 179-Paragraph 334, line 1; read:

berthing space with mooring platforms; 47 feet alongside; deck height, 16 feet; two hydraulically-operated unloading arms; receipt of crude oil, operated by GATX Terminals Corp.

Berths 54-55: 1,340 feet of berthing space; 34 feet alongside; deck height, 14 feet; 211,290 square feet of covered storage; receipt and shipment of general cargo including cotton and refrigerated cargo; operated by Stevedoring Services of America.

Berth 56: 140 feet of berthing space; 35 feet alongside; deck height, 14 feet; mooring research vessels; operated by State of California, Department of Fish and Game.

Berth 57: 520 feet of berthing space; 33 to 38 feet alongside; deck height, 14 feet ; mooring vessels for outfitting and repair; mooring floating drydock; operated by San Pedro Boat Works Inc.

Berths 58-60: 1,960 feet of berthing space; 33 to 38 feet alongside; deck height, 14 feet; 174,000 square feet of covered storage; mooring vessels; operated by San Pedro Boat Works, Inc. and Port of Los Angeles.

Berths 70-71 (petrochemical terminal): 800 feet of berthing space with dolphins; 35 feet alongside; deck height, 15 feet; oil and chemical pipelines extend from wharf to storage; 136 storage tanks, total capacity 593,000 barrels; receipt and shipment of petrochemicals; receipt of petroleum products and chemicals; operated by Westway Terminal Co.

Berth 72: 415 feet of berthing space; 34 feet alongside; deck height, 14 feet; receipt of seafood; operated by various operators.

Facilities on W side of Main Channel:

Berths 91,92, 93A-93B: 2,850 feet of berthing space; 37 feet alongside; deck height, 15 feet; two-story terminal building, lower level for cargo, upper level for passengers; baggage conveyors and gangways extending from passenger

terminal (upper deck) to ship side; passenger terminal served by elevators and escalators; 130,600 square feet covered storage, 50,000 square feet of open storage area back of shed, 60,000 square feet of open storage in rear of berth 93C, auto parking and maintenance area of about 108,000 square feet in NW section of terminal yard; pipelines extend from berths to storage; mooring cruise ships; operated by Los Angeles Cruise Ship Terminal, Inc.

Facilities in Southwest Slip and West Basin:

Berths 118-119: 821 feet long; 36 to 37 feet alongside; deck height, 13 feet; pipelines extend from berths to 18 storage tanks with total capacity of 517,000 barrels; receipt and shipment of petroleum products; receipt of crude oil; bunkering vessels; loading barges; operated by GATX Terminals Corp.

Berth 120: 401 feet of berthing space; 31 to 36 feet alongside; deck height, 13 feet; pipelines extend from berths to storage; 75 tanks, total capacity 2 1/2 million barrels; receipt and shipment of petrochemicals and petroleum products; receipt of liquified petroleum gas; bunkering vessels; loading barges; operated by Western Fuel Oil Co., Amerigas.

Berths 121-126: 2,000 feet of berthing space; 45 feet alongside; deck height, 15 feet; storage for 3,000 containers, 380 reefer slots; 45 truck loading stations; five 40-ton cranes; bunkering services available; operated by Marine Terminals Corp. serving Yang Ming Line, COSCO North America, and Trans Pacific Line.

Berths 127-131: 1,950 feet of berthing space; deck height, 15 feet; 35 feet alongside; paved open storage for 4,228 containers, 144 spaces for refrigerated containers, total area 63 acres; four 40-ton container cranes; receipt and shipment of containerized cargo in foreign trade; operated by Marine Terminals Corp.

Berths 136-139 and 142: 2,051 feet long; 45 feet alongside; deck height, 15 feet; 88 acres of open storage; four 40-ton mobile cranes; molasses pipelines extend from wharf to storage; receipt and shipment of general cargo; receipt of bananas and coffee; operated by Trans Pacific Container Service Corp. serving Mitsui O.S.K., Dole, CSAV/Chilean & PM Line.

Berths 142-147: 1,665 feet of berthing space; 34 to 35 feet alongside; deck height, 14 to 15 feet; 127,150 square feet covered storage; molasses pipeline from Berth 142 to storage; receipt and shipment of conventional containerized, and roll-on/roll-off general cargo; receipt of steel products, molasses, heavy equipment and machinery; operated by Rio Doce Pasha Omni Terminal.

Berths 148-149: 608 feet of berthing space; 33 feet alongside; deck height, 15 1/2 feet; one hose-handling derrick; pipelines extend from berths to 26 storage tanks with total capacity of 839,000 barrels; receipt and shipment of petroleum products; receipt of liquid chemicals and caustic soda; operated by Tosco Corp.

Berths 150-151: 736 feet of berthing space; 33 feet alongside; deck height, 14 feet; pipelines extend from berths to storage; six 1/2-ton hose-handling derricks; receipt and shipment of petroleum products, receipt of liquid chemicals and caustic soda; bunkering vessels; loading fuel barges; operated by Tosco Corp.

Slip 1:

Berths 153-155: 1,766 feet of berthing space; 35 feet alongside; deck height, 12 1/2 feet; 232,525 square feet of covered storage; operated by POLA.

Berths 163-164: 1,005 feet of berthing space; 35 feet alongside; deck height, 12 feet; receipt and shipment of petroleum products; receipt of crude oil; bunkering vessels; pipelines extend from berths to storage; 44 tanks, total capacity of over 1 million barrels; operated by Ultramar & Wickland Petroleum Co.

Berths 165-166: wharf in three sections, 679 feet, 125 feet, ...

(CL 374/00; CL 376/00; PS 28/1996)

Page 179 - Paragraph 343, line 3 through Paragraph 350, line 1; read:

4.5 acres of open storage; receipt of cement from bulk carriers; operated by Wilmington Liquid Bulk Terminal.

East Basin:

Berths 195-198: 2,267 feet of berthing space; 35 to 37 feet alongside; deck height, 15 to 16 feet; 84.4 acres; receipt of automobiles; operated by Distribution and Auto Services Inc.

Terminal Island:

Berths 206-209: 2,225 of berthing space; 45 feet alongside; ...

(CL 374/00; CL 376/00)

Page 179-Paragraph 352 through Page 180-Paragraph 358, line 3; read:

Berths 212-225: 7,650 feet of berthing space; 190 acres; 40 feet alongside (215-221), 33 feet alongside (222-225); ten container cranes, operated by Yusan Terminals Inc.

Berths 226-236: 3,900 feet of berthing space; 45 feet alongside; deck height, 15 feet; 147 acres of paved open storage; six post panamax cranes, and two panamax cranes; operated by Evergreen Marine Corp. and Marine Terminals Corp.

Berths 237-238: two 227-foot offshore wharves 238 feet apart, total of 810 feet of berthing space along both wharves and dolphins; 38 feet alongside; deck height, 14 feet; pipelines extend ...

(CL 374/00; CL 376/00)

Page 180-Paragraph 365 through Page 182-Paragraph 408, line 1; read:

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Pier J:

Berths J226-J270: (container terminal): 2,711 feet of berthing space; 45 feet alongside; deck height, 15 feet; six traveling cranes; 64 acres of open storage; three 50-ton, two 40-ton, and one 30-ton ship to shore cranes; receipt and shipment of containerized general cargo; operated by Mearsk Pacific Ltd. Two marked breakwaters protect the pier.

Berths J243-J247: (container terminal): 3,300 feet of berthing space with dolphins; 36 to 40 feet alongside; deck height, 16 feet; 100,000 square feet of covered storage; 57.4 acres of open storage; 685 wheeled reefer outlets; ten 50-ton traveling container cranes; six 40-ton transtainers; pipelines extend from wharf to storage; receipt and shipment of containerized and conventional general cargo; bunkering vessels; operated by Pacific Container Terminal.

Berth J242: 600 feet of berthing space; 35 to 39 feet alongside; deck height, 15 feet; pipelines to storage tanks, total capacity 294,000 barrels; receipt of liquid chemicals, petrochemicals, petroleum products, and molasses; operated by Westway Trading Corporation.

Berths J232-J234: 2,300 feet of berthing space; 36 to 45 feet alongside; deck height, 16 feet; 60,000 square foot container freight station; 68.4 acres of paved open storage; 264 spaces for refrigerated containers; five 50-long-ton and three 40-long-ton container cranes; receipt and shipment of containerized cargo; bunkering vessels; operated by International Transportation Services, Inc.

Pier G:

Berths G227-G230: 2,550 feet of berthing space; 42 to 47 feet alongside; deck height, 15 feet; 72,000 square foot container freight station; 92 acres of paved open storage; five 35-ton traveling container cranes; receipt and shipment of containerized cargo in foreign and domestic trade; bunkering vessels; operated by Sea-Land Service, Inc. and Maersk Line Agency.

Berths G12-G15: 2,110 feet of berthing space; 35 to 52 feet alongside; deck height, 19 feet; 675,000 tons of storage capacity; two electric traveling bulk shiploaders, with 81-foot outboard reach boom; shipment of iron ore, iron ore pellets, potash and petroleum coke; operated by Metropolitan Stevedore Co.

Pier F:

Berth F211: 1,630 feet of berthing space; 31 to 36 feet alongside; deck height, 19 feet; pipelines extend from berths to storage; loading barges; operated by Koch Carbon Inc. and Chemoil Marine Terminal.

Berths F209-F210: 1,100 feet of berthing space; 39 to 40 feet alongside; deck height, 19 feet; 2.7 acres of open storage; movable inclined electric belt conveyor system with receiving hopper extending from wharf to stockpile area; receipt of bulk salt; bunkering vessels; operated by Norton Salt Co.

Berth F208: 420 feet of berthing space; 29 to 33 feet alongside; deck height, 19 feet; pipelines extend from berth to storage; 50,000 square feet of storage space, 58,000-ton capacity; four electric unloaders; belt conveyor system; Kovako - B.V. vacuum discharge; receipt of dry bulk cement; bunkering vessels; operated by MCC-Lucky Cement Co.

Notice No. 18

Berths F206-F207: 1,200 feet of berthing space; 31 to 33 feet alongside; deck height, 18 feet; 155,000 square feet of covered storage; 12.2 acres of open storage; receipt and shipment of conventional general cargo, steel, steel products, and lumber; bunkering vessels; operated by Stevedoring Services of America.

Berths F204-F205: 1,265 feet of berthing space; 34 to 37 feet alongside; deck height, 18 feet; 135,000 square feet of covered storage; one container crane; receipt and shipment of conventional general cargo, steel, steel products, and lumber; bunkering vessels; operated by Cooper/T. Smith Stevedoring Co.

Berths F6-F10: 2,700 feet of berthing space; 32-37 feet alongside; deck height, 9 feet; 74 acres of open storage; five 40-long-ton traveling container cranes; 240 reefer outlets; pipelines extend from berth to storage; receipt and shipment of general cargo; operated by Long Beach Container Terminal, Inc.

Pier E:

Berths E24-E26: 1,950 feet of berthing space, 30 to 40 feet alongside; deck height, 13 to 22 feet; 256,000 square feet of covered storage; 57.9 acres open storage; two roll-on/roll-off ramps; five 40-ton traveling container cranes; 400 reefer outlets; receipt and shipment of general cargo in containers, roll-on/roll-off; bunkering vessels; operated by California United Terminals Co., Inc.

Pier D:

Berths D28-D31: 1,985 feet of berthing space; 40 to 47 feet alongside; deck height, 10 to 12 feet; fixed bulk-loading tower; pipelines extend from berths to storage tank with 6-million-gallon capacity; 6.6 acres of open storage; shipment of dry bulk, including coke, salt cake, soda ash, fertilizer, iron ore, borax, and potash; receipt and shipment of vegetable oil and animal fats; bunkering vessels; operated by California United terminals Co. and Baker Commodities, Inc.

Berths D32-D34: 1,100 feet of berthing space, 33 to 38 feet alongside; deck height, 13 to 14 feet, 66,000 square feet of covered storage; silos with a 50,000-ton capacity; screw-type unloader to conveyor directly to silos; pipelines extend from berths to storage; receipt and shipment of steel products, animal fats, and vegetable oil; receipt of bulk cement; bunkering vessels; operated by Pacific Coast Cement Corp. and various other operators.

Pier T:

Berth T121: 1,250 feet of berthing space; 65 to 68 feet alongside; deck height, 22 feet; pipelines extend from berth to storage; receipt of crude oil; bunkering vessels; operated by ARCO Pipeline Co.

Berth T122: 600 feet of berthing space with dolphins, 32 to 35 feet alongside; deck height, 13 to 23 feet; 10.8 acres of paved open storage; receipt of lumber and lumber products; operated by Fremont Forest Products and Weyerhaeuser Co.

Berth T118: 750 feet of berthing space; dockside vessel loading crane; receipt of recyclable metal and steel products; operated by Pacific Coast Recycling Co.

Inner Harbor (Channel Three):

Pier D:

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Berth D46: 640 feet of berthing space with dolphins; 29 to 35 feet alongside; deck height, 14 feet; belt-conveyor system, with rotating stacker; receipt of gypsum rock by self-unloading vessels; operated by G-P Gypsum Corp.

Berths D48-D50: 1,798 feet of berthing space; 35 to 36 feet alongside; deck height, 17 feet; 1 acre of open storage; 112,000 square feet of covered storage; mooring company-owned tugs and other harbor craft; various operators.

Berths D52-54: 1,312 feet of berthing space; 31 to 40 feet alongside; deck height, 11 feet; 494,800 square feet of berthing space; 31-40 feet alongside; deck height, 11 feet; 494,800 square feet of covered storage; 6.9 acres of open storage; receipt of newsprint and lumber by vessel and barge; operated by Forest Terminals.

Pier C:

Berth C58: wharf, 230 feet long; slip, 160 by 47 feet; 230 feet of berthing space; 20 to 44 feet alongside; deck height, 13 feet; one 40-ton mobile crane with a 60-foot boom; mooring company-owned floating equipment operated by ARCO Pipeline Co.

Berths C60-C62: 1,804 feet of berthing space; 56.9 acres of open storage; three 40-long-ton container cranes; receipt of general cargo; operated by Pacific Maritime Service.

Inner Harbor (Channel Two):

Pier C:

Berth C73: 375 feet of berthing space with dolphins; 35 to 40 feet alongside; deck height, 12 feet; pipelines extend from berths to storage; 9 storage tanks, total capacity 543,000 barrels; two hand-operated derrick with 24-foot booms; receipt of crude oil and petroleum products by vessel and barge; bunkering vessels and supplying bunkering barges; operated by Powerine Oil Co.

Berths B76-B78: three offshore wharves; 2,192 feet of berthing space; 36 to 43 feet alongside; deck height, 14 feet; pipelines extend from the berths to storage; 40 tanks, with total capacity 2 1/4 million barrels; 18 hydraulic loading arms; six 1-ton pneumatic derricks with 27-foot hose-handling booms; receipt and shipment of crude oil; petroleum products and petrochemicals; bunkering vessels; supplying bunkering barges, operated by ARCO Terminal Services Corp.

Berths B82-B83: 1,060 feet of berthing space; 30 to 39 feet alongside; deck height, 14 feet; 120 acres of paved open storage; pipelines extend from berths to storage; 7 tanks, total capacity 410,000 barrels receiving hopper with belt conveyor system; receipt of gypsum rock by self-unloading vessels; receipt of petroleum products and automobiles; operated by Petro-Diamond Terminal Co., National Gypsum Co., and Toyota Motor Sales, U.S.A.

Berths B84-B87: 1,980 feet of berthing space with dolphins; 48 to 51 feet alongside; deck height, 16 feet; pipelines extend from berths to storage; 15 hydraulic loading arms; receipt of crude oil; receipt and shipment of petroleum products; bunkering vessels; supplying bunkering barges; operated by Equilon Enterprises.

Pier A:

Berths A90-A94: 3,600 feet of berthing space; 90 acres of open storage; six post-Panamax, Paceco-Mitsue container

Pier S:

Berth S101: immediately W of Heim Lift Bridge, S side of

...

(CL 375/00; NOS 18751)

Page 182-Paragraph 413, lines 3-6; read:
ton capacity range. The largest graving dock ...

(CL 374/00; CL 377/00)

Page 182-Paragraph 416, lines 5-6; read:
to both Channel Two and Channel Three. All repair
facilities, supplies, fuel, moorage,

(CL 374/00)

Page 182-Paragraph 417, line 3; read:
E side of East Basin, in Watchhorn Basin, and along the W
side of West ...

(CL 374/00)

Page 182-Paragraph 421: Delete.

(CL 375/00)

Page 183-Paragraph 443, lines 4-5; read:
the groin. Two multi-buoy sea berths with submerged hoses
load and discharge tankers. The terminal is operated by
Chevron U.S.A. A private lighted bell buoy is about 1.5
miles W of the groin.

(CL 374/00)

Page 183-Paragraph 444, line 5; read:
landmarks. Two anchorages have been established 2 miles
WSW of El Segundo for vessels awaiting berthing
assignments at the offshore terminal. Vessels requiring to use
these anchorages must first contact the Vessel Traffic
Information Service on channel 14 VHF-FM for assignment,
and further instructions.

(CL 374/00; 7/97 CG11)

cranes; 652 terminal reefer outlets; receipt of general cargo;
operated by Hanjin Shipping Co.

